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BERLIN

row escapes.

the night.

hardship and daring, danger and nar- to Honolulu.

a Yankee from Maine, where the Yan- of navigation.

May 26th, 1832. I was the seventh with a fair catch.

kees grow. He's seen service as a

est living old-time whaler in Honolulu

My father was a seafaring man. My

afloat, is given in his own words:

child of a family of twelve.

ed in the white robe of truth, they son in the Sea of Okhotsk,

master. Captain Whitney is the old- ty-two whales in that season.

One day I noticed a recruiting officer enlisting men for the army to go hundred barrels of head oil. The Progress, Captain Dowden. We wen once very anxious to go to the war, ton and found a recruiting office on and broken up. Merrimac street. I volunteered for the remainder of the war.

We were taken to Governor's lsl- the spring when I shipped as mate and, New York, and were sent from aboard the German brig Comet for the there to Vera Cruz by ship and there Okhotsk. After finishing the season consigned to various regiments. I we put in at a port in the Okhotsk. was assigned to M Company of the The Governor there was anxious to First Regiment of Artillery. This reg. start a whale fishery for the Russianwhere it remained for three months. if I would quit the brig and go captain After peace was declared we were of the schooner Caroline. I said that taken back to Governor's Island in the I would go if Captain Wilhelm was steamship Massachusetts and muster willing. The captain was willing and months' extra pay and a warrant for charge. I bargained with Governor

Home for a Spell.

at Biddeford, Maine. In 1849 Deering Brothers built and fitted out a brig in Saco, to send to California. They called her The Six Brothers. As a officers and men for present needs. number of my school-mates were go also whaling gear, from different whaling to make a voyage in her I wanted ers that lay in the port of Ayan. home at the time prevented me from shipping.

ness." I wanted to ship, we started on our voyage through the Atlantic, Indian, Pacific and Arctic

he supposed, recovering.

Back to New Bedford.

received my discharge.

a load of whalebone from the Sandwich Islands.

450 barrels of sperm oil., I signed most of the Hawalian crew left then from the shore. We were anchored clear of the ship after we had made for the Hawalian Islands. a trip to the Azores. In August of

Arrives at Hilo, Hawaii.

ship Cambria, bound for the Arctic. We made a good catch, returning to

In the spring of 1853 I shipped

It sounds very simple and easy as | fourth mate aboard the ship Parachute | we again beached the schooners and Captain Benjamin Dodge Whitney has bound for the Sea of Okhotsk. We repeated the experiences of the two briefly related the facts in plain, un- went to Hongkong first, where the previous winters. varnished vein; and yet the story of Parachute had her top-sides caulked,

his life, if it were told in the manner then to the Carolines, thence to the and detail it is worthy of, would fill Ladrones and the Sea of Okhotsk. Af-

Captain Benjamin Dodge Whitney

TELLS HIS EXPERIENCES

Arctic and Tropical

Mate of the Syren Queen.

Mate of Dowsett's Harmony.

Goes in a German Brig.

schooner Caroline.

I then remained in Honolulu until

I then shipped mate of the bark

a volume full of fascinating tales of ter a fair season's catch we returned 1863, 1864 and 1865. After the third Small boys may smuggle the popular, As fourth mate aboard the Syren from the company advising him of the 5-cent terror-tales into the privacy of Queen, in 1853, I went over much the fact that the American Government out-of-the-way nooks and corners to same ground as I had while in the had bought all of the Russian posses gloat in frenzied joy over imaginary Parachute. With a fair catch we resions in Alaska. He said also that the deeds of daring by land and sea, but, turned to Honolulu in the fall of 1854. company would have to give up its if they would meet a man who can I then went third mate of the bark trade in Siberia. I went to Ayan in tell them stories of equal hazard cloth- Delaware, of New London, for the sea- the schooner of that name; then, after have but to look upon Captain Whit- In 1856 I shipped second mate in for my pay, I took passage in the bark ney, who keeps a lonely vigil at the the bark Venice of New London for Manjakoff for Sitka, arriving at that pilot house during the long watches of another season in the Okhotsk. Dur- place on the first of November, 1865. ing this season, 1856, when we had

In 1866 I went second officer of the On the 26th of next May Captain pretty good success, I made myself bark Sea Breeze and took yet another Whitney will be 70 years of age. He's thoroughly familiar with the principles trip to the Arctic. In 1867 I was first Next I went second mate of the Mer- in the Arctic. In 1868 I was first offi Two-story mosquito-proof house with soldier and he has been everything rimac for a trip to the Okhotsk. We cer of the ship Champion, also whal aboard a sailing vessel from boy to sailed directly north and captured fif- ing in the Arctic and in 1869 I was John Rice was the chief mate of the Howland, once more chasing whales today. The following modest, unpaint. Merrimac and was at one time cop- in the Arctic. I was married at Ho ed sketch of that part of his life tain of the tug Eleu. After the Merri- nolulu in 1868. mac returned to Honolulu I shipped

Took His Family to Sea. 1. Benjamin D. Whitney, was born first mate of the ship Montezuma. We In the town of Saco, State of Maine, sailed to the Okhotsk and came home ham Roach in 1871 and took my wife and children with me. We visited cumy islands, including the Ladrones,

At that time my oldest sister was mar- bound for the northwest coast of ried and I went to live with her and America for kite whales. After re-walrus oil and then got shut up in the her husband, he being a machinist and turning to Honolulu, Mr. Dowsett ice with a number of other vessels. the boss of a shop in Portland. Being wanted me to go mate of the bark We stayed by the ship until we had to a large boy for my age I started to Cynthia, bound for the coast of Cade give up all hope of saving her and learn the trade and worked in my forms and back to the Islands, then then abandoned her and took the brother-in-law's shop until sometime to Okhotsk. I went as requested. We boats down between the land and the first secured six hundred barrels of ice. At last we found some ships that oil off the California coast; then we were in clear water.

out and fight the Mexicans. I was at bark leaked so badly after we left the aboard and found Captains "Tom" and Okhotsk that we were obliged to ke-p "Lue" Williams with their wives. Aft once very anxious to go to the war, but my brother-in-law would not listen the pumps going all the time until we er the crews of the abandoned vessels to such a proposition. I watched my reached port. After discharging the had gone aboard the different ships, to such a proposition. I watched my chance, however, and ran away to Bos- oil at Honolulu the bark was condemn- we sailed for Honolulu, arriving safely after a good passage.

I remained in Honolulu during that

ty-two years. We went direct to the Arctic and

ed out, each man receiving three gave me an order for my pay and dis- me to make another voyage in the 160 acres of land. I sold my land war- Elsberg for a share of the oil and sailed to Guam and Japan. We lost rant to a New York broker for \$100 hone when I took charge of the our second mate during the voyage The Caroline was in Tchantar Bay. mate and myself fell into the water At the termination of the agreement, between Governor Elsberg and myself, ed before he toucked the water, for he was to have my traveling expenses paid and be sent to Honolulu or San did not come to the surface, and we Francisco. The Governor had secured never saw him again.

to go also, but my father being at Boarding the schooner Ayan, we all with the oil. He said furthermore went to Tchaptar Bay and, hauling that he had written an agent in Boston On the first of May, Captain Clifford said he would pay my return passage which read: "Wanted, young men of the schooner Ayan and I secured overland and I might take my family started to haul the boats over the tain Cogan went back to the Arctic. some natives with dog teams and with me. I agreed to take the Wood icc. This we soon found to be impos- The Three Brothers proceeded to Hothe to Boston and we made her ready for

the ship Pacific of Fairhaven, Captain There we found Captain Lindholm take the bark Arctic for a whaling small boat. It took us twenty-four the Giovani Apeani, and he asked me Alden, and on the first of June, 1850, with two other Russian Finns who trip. I said that I was willing providwere engaged in trade with the na. ing Mr. Dowsett would free me from tives. I was acquainted with Captain my agreement with him. Mr. Dowsett Wood and as he was suitable to Mr. Dowsett, I was free to go in the Arctic. Skipper of the Arctic.

ent, thence to the Arctic, where we

The following year I made another trip in the bark Arctic and in 1876 I winter. They were troubled with took her out for the third time.

secured 600 barrels of walrus oil. In

Suddenly the wind left us and the not far distant.

rangements to get some men from the running about five knots to the hour. Knowles, Fast in the Ice.

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# new woolens

third day we decided to start for St. Lawrence Bay and dropped anchor.

sible, however, owing to the lumpines of the ice. We therefore abandoned Mr. P. C. Jones then asked me to all the boats with the exception of a

plenty of driftwood and camped there was in 1878. Lindholm. He had been captain of p was willing to cancel the agreement for nine days. During the last two Before taking the Glovani, however, Russian whaler, one of three or four should I provide a good man to take days of our encampment the wind I cruised the bark Hunter around the the Wood home. I found Captain blew a gale off shore and sent the ice Hawaiian Islands for about six weeks. Hackfeld was their agent. In the Reynolds was willing to take the out of eight. We then broke camp and The Hunter had come into port with started to the southward, some of us her captain sick and he wanted me to in the small boat and the others on take her for a cruise, whaling.

Brothers, Captain Owens. Captain Owens had heard that we were caught in the ice and, expecting

how it would end, had sent three boats night's sleep. As soon as the . hree Brothers came

up with other ships the crew of the third time.

The ships then started for Point

Captain Owens took all the men We bid good-by to the bark and aboard the Three Brothers and Car

M. Ward. I made a trip trading fa the Arctic with the Ward in 1879.

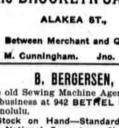
When Mr. S. G. Wilder was minister

tain of the bark Hawan and take her to the South Seas for laborers. I made two voyages in the Hawaii to the

the interior when I went south for the

On this last trip the Hawaii was blown ashore on an island. We went ashore in the night time and in the

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HOFFSCHLAEGER and started home for Saco.

I remained at home for a spell and then went to work in a machine shop

A shipping office was opened Saco in 1850. They had a sign out from the country for the whaling bus my father would not allow it. Then 1

Before arriving off the Cape of sperm oil. The captain then became at St. Helena for nædical assistance.

After we had resumed our voyage days. Bedford in January, 1851, and I there sickness among our men during the

I then shipped in the brig Nobie for the run to Boston. She had brought

spring of 1852 and remained in that good men for the whaleboats. town for a short time. The Cherokee then went to the Arctic, where we made a fair season's catch. The vessel then went to Lahaina.

the schooner ashore, wintered there. Trip in the Interior. went to a settlement country, where we remained through the trip. went to New Bedford and shipped in the winter, staying with a priest. Good Hope we secured 355 barrels of which had often visited Honolulu. We arrived safely at St. Helena and Captain Lindholm and Ms two com-

very sick and we concluded to put in spring we started for the coast again. our sleds being drawn by reindeers. remained one month, the captain, as panions accompanied us. They had a trading post where they went after of the Arctic and, accompanied by my stopping at our settlement for a few family, set sail for Guam and the Orithe captain was again the victim of As soon as the weather permitted made a good catch, returning to Ho the old Sewing Machine Agent, is still sickness and we decided to put back we floated our schooners and repaired in business at 942 BETREL STREET, to New Bedford. We returned to New them. There had been a great deal of sickness and we decided to put back we floated our schooners and repaired notulu without mishap.

> scurvy, owing to a lack of vegetables. Commands Schooner Ayan. During the summer months the Car. June we salled for the Arctic, beating oline and the Ayan were whaling. We up the cast shore in company with the I shipped in the bark Charleston had a fair season's catch and then, bark Onward. The ice at the time Packet in April, 1851, for a voyage about the latter part of October, put was a long way off-shore. sperm whaling in the Atlantic. We into winter quarters again. Captain were out four months when we had Clifford of the Ayan, his mate and Onward had to anchor about two miles Arctic were distributed. Captain

The Governor then arranged that I I arrived at Hilo, Hawaii, in the Aleutian Islands. They proved to be

to sail for home. A gale of wind, how, pack ice. We experienced an anxious we were carried away with the pack, ever, sent her ashore and we took the night. The ice opened in the morning, drifting fast to the northward. When oil and bone out of her. Later we however, and the wind came fair but we were twelve miles from Point Bar-I then shipped as boatsteerer in the managed to get her to our settlement, light. We started to run to the south row we abandoned the St. George and where we repaired her and sent her ward and got so far that we could see walked ashore. We found the bark to St. Petersburg. We then launched the clear water. The bark Arctic was Rainbow, Captain Cogan, in a small our schooners and again went awhal. now a long way from the Onward, space of clear water. The Three as ing. having fair success. In the fall Again the wind died down and the ice Brothers was also there. I went about

America Buys Alaska. I was with the schooners Caroline and Ayan during the greater part of

winter at the settlement the Governor told me that he had received letters getting an order on Hackfeld & Co.

officer in the ship Hai Hawaii, whaling first mate aboard the ship George

mother died when I was 13 years old. Harmony, owned by J. J. Downett, went to the Okhotsk Sea. Guam, Bonin and Japan, and then

went to the Okhotsk and took eleven One of the vessels was the bar

Spent His Birthday Ashore.

winter. About the 4th of June, 1872, I left Honolulu as captain of J. J. Dowsett's bark, R. W. Wood. I had spent my birthday ashore just before the voy iment was stationed at Vera Cruz, American Fur Company and asked me age, the first birthday ashore in twen

> made a fair season's catch, returning to Honolulu. Mr. Dowsett requested bark and I consented. The Wood then The staging broke while we were cutting up a whale and both the second The second mate was evidently injur-

When we returned to Honolulu Mr. Dowsett informed me that he was going to send the bark to New Bedford to sell her on her arrival there. He asked me to take the bark home and

It was in 1874 that I took command

We went to the Kamtschaka Sea and

The ice swept inshore and surround-

GEO. A. MARTIN, Tailor, Boston Building.

commenced to surround us. We made the Rainbow and Captain Knowles the bark fast to a large field of ice went aboard the Three Brothers. For and took in all sail. In the evening several days we waited for some the ice pressed us so hard that it car- change in the ice, but we were inshore ried the wood ends off the stern post. of a great quantity of ground ice. In less than half an hour the water The ice loosened at last, however, had risen in the vessel's hold almost and Captain Cogan got under way. We to her lower deck. We saved what ran southward to Point Franklin and provisions we could and carried them there found Captain "Tom" Williams onto the field of ice. We hauled our packed in the ice with his bark. We boats on the ice and waited. For two were unable to render him any assistdays we waited on the ice. On the ance and continued our way south to

Food Most Acceptable.

After a tramp of over fifty miles we

to our rescue with plenty of provis- of the interior he asked me to go capions. The food was most acceptable. We all went aboard the bark Three Brothers and you bet I had a good

Knowles wanted me to come aboard his ship, the St. George, as we had been shipmates when he was master 1851 I shipped as boatsteerer in the was to command the schooner Ayan ed us in a very little while and we of the George Howland and I was her bark Cherokee, Captain Smith, for the while my mate took charge of the were forced to hoist our anchors and mate. The St. George was a comfortschooner Caroline. He also made ar. drift with the ice. The current was able ship so I went with Captain

The ice swept us in and along the Barrow. A few days afterwards the A bark, about this time, was already shore between the ground ice and the ice surrounded about seven of us and

Charles Long's Schooner. Mr. Charles Long had a schooler, hours to reach the shore over the ice. to take her on a trading voyage to the We found a creek where there was Arctic for whalebone and ivory. This

Then I took the Giovani to the Arctic and made a fairly successful voyage. When I returned with the Glocame across some whaleboats. They vani Mr. Charles Long had purchased proved to be from the bark Three a larger and better schooner, the C.

South for Laborers.

south for immigrants. Mr. H. A. P. Carter was minister of

morning there was nothing left of the good bark except driftwood. We saved what provisions we could. All hands landed on the island and I had sixty laborers, besides the vessel's crew and a missionary to look after. We managed to fit up a boat and send her to another island where I knew it was about time for the Storm Bird to arrive. The Storm Bird came to our rescue and brought us all back to Ho-